

MEETING SUMMARY
DOWNTOWN BALLARD PARKING WORKGROUP
JANUARY 16, 2004
BALLARD NEIGHBORHOOD SERVICE CENTER
8:00 - 9:05 AM

ATTENDEES

Sue Allegra, All the Kings Flags & Ballard

Chamber
Kevin Carrabine, resident
Steve Cohn, Ballard District Council
Crystal Carlson, Great Harvest Bread
Company & Ballard Chamber
Fred Hart, La Tienda

Mary Hurley, Downtown Ballard Merchants

Association
Beth Miller, Ballard Chamber of Commerce
Rob Mattson, Department of Neighborhoods
Randy Wiger, Seattle Department of
Transportation

Notes prepared by Randy Wiger

ACTION ITEMS

- The Chamber will investigate opportunities for lot sharing at the old Safeway and Wilson-Ford lots.
- SDOT will locate the appropriate DPD staff person to address concerns about parking and traffic impacts from the Bartells expansion.
- SDOT will review the current curb use on Leary Way, create a list of adjacent property-owners, and draft a petition for the community to use for installing 2-hour restrictions.
- SDOT will find out whether it is possible to split the taxi zones to 2-hour restrictions during the day and taxi zones in the evening, and if possible, implement it.
- SDOT will find out whether it is possible for the community to report commercial vehicle parking violations directly to SDOT Commercial Vehicle Enforcement and if so report back to the workgroup.
- SDOT will find out whether it is possible to add Ballard Ave NW to the current streetsweeping activity on NW Market (at no additional cost to the community), and communicate the community's request to appropriate SDOT staff.
- SDOT will double-check whether the unhooded meters were calibrated prior to operation, and communicate what he finds out to Beth.
- SDOT will find if, or when, Ballard might get pay stations and additional parking meters.
- SDOT will follow up with the Chamber on starting a conversation about creating a small business access package for Ballard.

LOSS OF MONTHLY PARKING AT THE US BANK SITE

The group discussed the impending loss of about 80 stalls of monthly parking used by area employees and business-owners at the current US Bank site (future library site). Attendees strongly supported the idea of investigating whether the community can establish a monthly rental arrangement with the City-owned old Safeway site (future park site). Beth (Chamber) will

contact an area employer (Fred) whose employees have been observed parking in this lot with some kind of permit or hangtags to discover if his business has some kind of monthly arrangement. Beth will also call the owner of the Wilson-Ford lot on Leary Way to explore the opportunity for monthly arrangements, perhaps using the Chamber as a client who can broker spaces to individual employees. Emerald Parking, who manages the Ballard Parking lot, could be used to administer a monthly parking program at either of these two lots.

Randy commented that SDOT had communicated to the library project team the community's wish to see the underground parking at the new library be available (for a fee) for public parking in the evenings. Rob asked if the group would like to make a formal statement to the Library about the community's wishes. The group was supportive of this, but delegation of who would draft this letter was left for a later time.

BARTELLS EXPANSION

The group commented that the Bartells at 22nd Ave NW and NW 58th Ave was planning to expand on its current lot, and wondered what parking and traffic impacts this will bring. In part people are concerned that Bartells will expand into their existing parking lot, reduce their off-street parking supply, and increase the demand for on-street parking on surrounding streets. Randy agreed to locate the appropriate staff person in the Department of Planning and Development (DPD) who could address the community's concerns.

DOWNTOWN BALLARD SHORT-TERM GOAL IMPLEMENTATION UPDATE

Randy reported on implementation of the Short-Term Goals in the *Downtown Ballard Parking Action Strategy*. Items which have been concluded (c) or which will remain as is/unchanged (uc) include:

- Goal 1-a: removal of meter hoods on 56th Ave NW. (c)
- Goal 2-f: reason for red curb on 22nd Ave NW at NW 57th. (uc)
- Goal 2-i: consider converting taxi zones to regular parking spaces. (uc)
- Goal 2 (Walking Tour #25): angle stoplight at NW Market and 22nd Ave NW. (uc)
- Goal 2 (Walking Tour #31): reinstall parking restriction signs adjacent to Subway. (c)
- Goal 3: install directional signs to off-street parking. (c)
- Goal 4-a: increase enforcement in the 2-hour restriction area in Downtown Ballard. (c)
- Goal 4-b: eliminate the practice of blocking alleys on 5300/5400 block of Shilshole. (c)
- Goal 4-d: investigate practice of big trucks parking overnight on Ballard Ave NW. (c)
- Goal 5: improve Ballard Ave NW street drainage. (c)

The following items needed the community's decision to pursue:

- Goal 2-j: consider adding 2-hour restrictions to Shilshole Ave NW.
- Goal 2-k: consider adding 2-hour restrictions to Leary Ave NW
- Goal 2 (Walking Tour #24): Investigate whether cars used for commercial deliveries can use commercial-only load zones.

The community decided to pursue petitioning to add 2-hour restrictions on Leary Way NW. Randy will review the current curb use there, create a list of adjacent property-owners, and draft a petition for the community to use.

All other Short-Term Goal items not specifically mentioned are in progress with the majority of these being either formalizing informal parking spaces on NW 56th Ave or adjusting numerous load zones along NW Market to better serve adjacent businesses and to (hopefully) create a few more on-street spaces.

For details on the progress and/or determination of each item, please refer to the Short-Term Goals Implementation Matrix for Downtown Ballard. Randy also distributed a color reference copy of the ***Downtown Ballard Parking Action Strategy*** to Beth Miller (Chamber), Steve Cohn (Ballard District Council), and Rob Mattson (Ballard Neighborhood Service Center).

WORKGROUP COMMENTS ON SHORT-TERM GOALS IMPLEMENTATION ITEMS

1. **Goal 2-i: consider converting taxi zones to regular parking spaces.**
Can the existing taxi zones be changed to 2-hour parking between 8:00 a.m. and 6:00 p.m., then become taxi zones after 6:00 p.m.?
Randy will find out whether this is possible, and if possible, implement it.

2. **Goal 2 (Walking Tour #24): Investigate whether cars used for commercial deliveries can use commercial-only load zones.** *Can the community have the Commercial Vehicle Enforcement phone number to report violations by commercial vehicles when they see it?*
Randy will find out whether this is possible, and report back to the workgroup.

Also the load zone in front of the Majestic Bay Theater (2044 NW Market St) is too short for the numerous soda delivery trucks which unload there each day: can this load zone be longer? Trucks making deliveries to the Azteca Restaurant often park on the sidewalk (south side of NW Market) and block the alley, and UPS and FedEx delivery trucks also often park on the sidewalk on NW Market.

Randy will add these into the load zone adjustment items he working on.

3. **Goal 5: Improve Ballard Ave NW street drainage.**
The community would like Ballard Ave NW to be swept as regularly and at the same time as NW Market is (every Sunday evening/Monday morning between 2:00 a.m. and 5:00 a.m.). As an alternative to only sweeping Ballard Ave NW a few times during October and November (see the attached summary statement of this goal) and arranging for “No Parking” signs for those times on a case-by-case basis, the community would like SDOT to include Ballard Ave NW in their current street-sweeping activity along NW Market (at no additional cost to the community), and put up permanent signs on Ballard Ave NW establishing “No Parking “ on Sunday evenings (after midnight or 1:00 a.m.).
Randy will find out whether this is possible, and communicate the community’s request to appropriate SDOT staff.

OTHER ITEMS

Randy asked what response the business community had experienced regarding the unhooding of the meters on NW 56th in November 2003. Beth reported that she was aware of only one customer complaint, and also that Annie's Affordable Art (2212 NW Market) had expressed some general concern about customers having adequate parking when picking up/loading purchases. Beth asked if the meters that were unhooded had been calibrated before becoming operational. Randy said that he believed they had been, but would double-check to be sure.

Randy asked the workgroup to consider the Mid-Term and Long-Term Goals in the Parking Action Strategy, and identify any they would like to take action on in 2004. Regarding Goal #6 (Improve Short-Term Parking by Installing Meters), the group expressed an interest in pay stations, and would like to know if, or when, Ballard might be getting them. Randy said he did not think Ballard was on the list of neighborhoods slated for pay stations in 2004, but that he would check and report back. He will also find out when Ballard might be able expect additional meters to be installed.

Of the Mid-Term and Long-Term Goals, the workgroup chose to work on Goal #12 (Increase Lot-Sharing) which Beth will be exploring (see the beginning of these notes), and Goal #11 (Promote Busing, Biking, and Walking). Randy informed the workgroup that the *Making the Parking System Work* program had funding only through the end of 2004 to use in assisting neighborhoods with parking projects that fit the mission of the program. Beth and Randy will follow-up on the next step for Goal #11.

The workgroup decided to meet again next month on February 20, 2004, at 8:00 a.m. at the Neighborhood Service Center.

Meeting Adjourned

Downtown Ballard Parking Action Strategy

Goal #5: Improve Ballard Avenue Street Drainage

“On Ballard Ave NW, north of 22nd Ave NW, investigate how changes to the angled parking could improve drainage on the block (currently the front tires of cars act as dams and, on occasion, have caused minor flooding into nearby storefronts).”

January 5, 2004

On Tuesday, November 25, 2003, Seattle Department of Transportation (SDOT) staff (John Marek, Charles Bookman, and Randy Wiger) conducted a field check of the southern side of Ballard Ave NW between NW Market and 22nd Ave NW (the 5400 block) to survey conditions of improper drainage causing intermittent flooding of businesses. Staff determined that the improper drainage was not due to tires of cars parked in angled parking spaces touching the curb and causing a dam-like effect. Staff determined two factors contribute to the problem:

- 1) Insufficient number of inlet/drains per block, and
- 2) A great amount of fallen leaves blocking the existing drains. Staff speculated that flooding most likely has occurred in the fall on days that have unusually heavy or prolonged rainfall. Staff also noted that the curb edge varied in height from the road surface along the span of the block, sometimes to an unusually low degree.

1) On a very general level, SDOT staff investigated the feasibility of installing more inlets/drains: specifically staff contacted Seattle Public Utilities (SPU) staff (Greg Stevens) to determine if the main drainpipe under the street is located directly under the existing drains and curb edge or not. If so, it would be somewhat less involved to install additional drains at some point than if the main drainpipe is located elsewhere. Even in an optimistic scenario (where the drainpipe is ideally placed), installing new drains is costly. Pursuing this option would require the community to champion this course of action and actively collaborate in developing a feasible plan, perhaps through fundraising, acquiring an NMF Award, forming a LID, or similar strategy.

SPU staff determined that the combined mainline (main drainpipe) is fairly deep in this location and would require significant excavation. Typically SPU doesn't like to install inlets/drains mid-block unless there is a serious threat to property or safety, in which case doing so is only a temporary solution because eventually the pavement surrounding the new inlet/drain tends to keep settling and causing the new inlet/drain to be ineffective in capturing runoff. SPU staff noted that this site has been added to the list of flooding locations on SPU's Comprehensive Drainage Plan which is scheduled to be finalized in 2004, and which may increase the likelihood of this site being considered in the future as a Capital Improvement Project.

The sunken curb in the area between the People's Pub and Sunset Tavern seems to indicate that the street has settled at that point and it possibly has settled in other locations. An alternative to the community pooling their resources in order to install new inlets, it may be more worthwhile to make street improvements. Some surface or subsurface improvements to the street may

restore the conditions needed to allow the street drainage to flow to the intended inlet located to the south.

2) SDOT staff determined that the Downtown Ballard business community could get a degree of immediate relief by engaging the existing street-cleaning service currently provided on NW Market St (at no additional cost). Street-cleaning service could be extended to this block of Ballard Ave NW provided that the community/businesses supply, post, and take down "No Park" signs before and after each scheduled streetcleaning. There are Seattle-area businesses that can supply or rent the required "No Park" signs to the Downtown Ballard business community (a rough estimate of cost may be around \$75 per each event, but check for current prices).

The sweeping would be done by SDOT's night shift, which regularly sweeps in Ballard. Paul Jackson, night shift supervisor, recommends sweeping about 4 times a year. All, or most of, the sweeping should be scheduled in the months of Oct. Nov. & Dec. in order to pick up leaves. Ballard arterials are swept twice weekly, on Monday Night for Tuesday day, and on Thursday Night for Friday day. So, Ballard Ave NW could be swept at the beginning and end of October and November (4 times). Paul checked the area for parked cars recently. He found at least six parked cars in the focus area of Ballard Ave NW between the hours of 1 AM and 5 AM, so "No Parking" the blocks would be essential for this effort to effectively remove the leaves.

To move this matter forward, the community should contact Roxanne Thomas, SDOT's Street Cleaning manager (386-1006).